

**Federal Agency
Pollution Removal Funding Authorization**

Recipient Agency: Environmental Protection Agency

Address: Richard Franklin
805 SW Broadway Suite 500
Portland, Or. 97205

1. Purpose

This document authorizes reimbursement to the Recipient Agency from the Oil Spill Liability Trust Fund or CERCLA funds for certain removal costs incurred in response to the following pollution incident, LST 1166, Federal Project Number/CERCLA Project Number, C07158. This funding authorization is expressly contingent on the Recipient's compliance with all requirements contained herein.

2. Approved Functions and Reimbursement Limit

Costs will be reimbursed only for actions that are directed or approved in advance by the FOSC. Approval may be verbal or written. Assessment, restoration, rehabilitation or replacement of natural resources damaged by the spill are not covered.

Maximum limit of authorization: \$ 98,000.00.

3. Conditions

See attached page(s) for scope of work, special conditions, date of performance, directions or approvals.

4. Period of Authorization

This authorization shall remain in effect until the completion date specified by the FOSC (which normally corresponds to the date of final removal activities).

5. Reimbursement Procedure

Upon completion of removal activities, the Recipient Agency will submit a SF-1080/1081 to the FOSC with detailed records of expenditures and activities for which reimbursement is sought. The agency may elect to use its own records providing an equivalent amount of documentation which has NPFC approval, or the agency may elect to use NPFC's Resource Cost Documentation package. The agency must submit the final request for reimbursement, supported by the required documentation, within 90 days following the completion date. If OMB Circular A-87 cost rates apply, cost certifications must be included. If at the end of the 90 days from final removal activities, there are any costs for which reimbursement has not been requested, written notice will be sent to the agency and 30 days later any balance remaining in the account will be deobligated.


6. Accounting Data

Document Control Number: 34/10/33/0/V/YD/037
Accounting String: 2/H/701/872/80/0/C07158/37310

7. Points of Contact

A. <u>Capt. Douglas Kaup</u> FOSC	Telephone: <u>(503) 861-6200</u> FAX: <u>(503) 240-9308</u> E-Mail: <u>douglas.e.kaup@uscg.mil</u>
B. <u>Richard Franklin</u> Recipient Agency Representative	Telephone: <u>(503) 326-2917 / (503) 475-4178</u> FAX: _____ E-Mail: <u>franklin.richard@epamail.epa.gov</u>
C. <u>Richard Boes</u> NPFC Case Officer	Telephone: <u>(202) 493-6731</u> FAX: <u>(202) 493-6896</u> E-Mail: <u>richard.r.boes@uscg.mil</u>

8. Authorizing Official

Signature: 
Title: Federal On Scene Coordinator

Date: 21 Sep 10

Attachments: (1) Scope of Work

STATEMENT OF WORK – LST 1166 Engineering Evaluation/Cost Analysis (EE/CA)

DESCRIPTION/GENERAL INFORMATION:

Description of Vessel:

The Washtenaw County LST-1166 is an ex-Navy vessel that operated under various private owners until it became owned by Washtenaw County LST1166 LLC. The vessel is a landing craft with bow doors. It is 373.9 feet long at the waterline and 2418 gross tons.

General Information:

Vessel History: Attempts to restore the LST-1166 for purposes of converting it to a museum began in 1983 when the vessel was purchased from a Portland, OR tug company by Mr. Arthur Raz. Mr. Raz passed away in 1993 and, apparently, the vessel sat idle for several years. In 2001, Mr. Bill Brown attempted to purchase the ship and began to refurbish it. Ultimately, Mr. Brown was unable to meet the financial obligations of the vessel and the deal fell through. In 2002, a group led by Mr. Walt James began its efforts to purchase the vessel.

Ultimately, the group headed by Mr. Walt James formed a company called Amphibious Forces Memorial Museum, LLC (AFMM) and purchased the vessel. AFMM was an Oregon company with three members: Mr. Walt James, Mr. Jay Lance, and Mr. Larry Martin, Jr. A purchase and sale agreement is dated May 29, 2003. In December 2003, AFMM changed its name to Washtenaw County – LST1166, LLC. The entity retains that name today. USS Washtenaw County – LST1166, LLC was administratively dissolved August 4, 2006 and reinstated September 24, 2007.

The vessel was relocated to its current moorage near Rainier, OR in 2002. Some efforts were initially made to refurbish the vessel. Trespassing aboard the vessel began in 2004. It appears that teenagers primarily used the vessel as a location for parties and minor vandalism. Access to the vessel was not particularly difficult. The ship could not be accessed from shore, but a small inflatable could be used to reach the stern of the vessel where a permanent ladder allowed access to the weather deck.

From July until October of 2006, the owners of the LST-1166 allowed another vessel, the ALERT, to moor alongside. The ALERT maintained a worker who provided security for both vessels during this time period.

Following the departure of the ALERT, far more significant vandalism, trespass, and theft took place. Walt James stated that this activity began immediately after the ALERT departed. The local sheriff confirmed that during this time period illegal scrapping operations began.

The U. S. Coast Guard met with Mr. James and the local sheriff after the sheriff became aware of a threat to the vessel. Upon investigation, the engine room was partially flooded and various pipes had been removed. Mr. James welded all of the hatches and doors leading to the interior spaces of the vessel shut. This was the last time Mr. James was aboard the vessel prior to commencement of removal actions.

Work Done To-Date: Removal actions began July of 2008. Asbestos abatement was completed, as was the removal of all petroleum products on board the vessel. PCB and lead

contaminated materials were removed. During the removal action, it was identified that the paint of the interior of the vessel was PCB contaminated and further investigation revealed that the paint actually used PCB as a vehicle. Security has been maintained on the vessel by the U. S. Coast Guard since the commencement of removal actions.

Phase I: Phase I is covered by this initial Statement of Work. Phase I consists of Travel to the MSU and the Vessel, Vessel Assessment, Engineering Evaluation/Cost Analysis (EE/CA) and development of a written report.

Phase II: Phase II may be covered under a modification to this PRFA, or by separate PRFA. This PRFA does not guarantee Phase II work, unless modified by supplemental agreement.

SCOPE OF WORK:

Initial Reporting Requirements:

Coast Guard Points of Contact (POC):

FOSCR: MSTC James P. Griggs USCG Sector Columbia River, 6767 N. Basin Ave. Portland, OR 97217, Office Phone: 503-240-2562 E-mail: james.p.griggs@uscg.mil

Alternate FOSCR: MST1 Luke C. Potter USCG Sector Columbia River, 6767 N. Basin Ave. Portland, OR 97217, Office Phone: 503-240-9370 E-mail: luke.c.potter@uscg.mil

Additional POC: MST2 Anthony G. Echols USCG Sector Columbia River, 6767 N. Basin Ave. Portland, OR 97217, Office Phone: 503-240-9370 E-mail: anthony.g.echols@uscg.mil

FOSC: Captain Douglas E. Kaup

CG-0945: Mr. Robert Travis, USCG HQ, 2100 2nd Street S.W., RM 1413, Washington D.C. 20593-0001. Phones: Office - (757) 856-2920; Cell - (757) 561-9167; New Orleans: (985) 626-4673. Email: Robert.S.Travis@uscg.mil.

Pre-Performance Briefing:

MSU: At the MSU the FOSCR will provide any needed orientation to the EPA and will brief the EPA on 1 Oct 10.

EPA: After arrival at the MSU and completion of the MSU briefing, the EPA shall conduct an assessment of the vessel and develop an Engineering Evaluation/Cost Analysis (EE/CA).

Location of Performance: Location of performance shall be at the Coast Guard MSU Portland, Vessel LST 1166 and the EPA's Portland Office.

Desired Outcome of Performance:

Engineering Evaluation/Cost Analysis (EE/CA): Complete an analysis of the vessel to determine the viable methods available to destroy the vessel.

PLACES OF PERFORMANCE:

Coast Guard MSU Portland: 6767 N Basin Ave. Portland, OR 97203. From Portland International Airport, proceed northwest on NE Airport Way. Turn right onto NE 82nd Ave. Take the Columbia Blvd. ramp onto NE Columbia Blvd. Turn left onto NE 60th Ave. Turn right onto NE Portland Hwy/US-30 Bypass. Merge onto I-5 South. Take the Alberta St. exit 303 toward Swan Island. Turn right onto N. Going St. Turn Right onto N. Basin Ave.

Vessel LST 1166: Vessel is currently moored west of Rainier, OR on the Columbia River near Lord Island. Arrangements to go to the vessel must be made with MSU Portland personnel prior to the date of arrival.

U. S. EPA Home or Branch Office: U. S. EPA 805 SW Broadway Suite 500, Portland, OR 97205.

PERIOD OF PERFORMANCE:

Period of Performance is for approximately 6 months, 1 October 2010 through 1 May 2011. U. S. EPA shall obtain approval from the Contracting Officer and FOSCR prior to performance beyond the estimated period of performance. Additional time may be authorized verbally, with follow-on email, by the Contracting Officer. Additional funding will be authorized via PRFA amendment.

REPORTING INSTRUCTIONS:

Initial Reporting: As described above under Scope of Work.

Monthly Reporting: While in the MSU area, the EPA shall report planned activities to the Incident Management Division FOSCR monthly. The FOSCR will assign personnel to escort the U. S. EPA personnel to the Vessel as required. EPA will provide the FOSCR with a financial status report monthly.

AUTHORIZATIONS:

Rental Car Is Authorized: Some off road maneuverability will be required to facilitate access to the vessel.

Travel: Travel shall be in accordance with the Joint Federal Travel Regulations.

EPA Personnel, Equipment, Supplies, etc.: The U. S. EPA shall provide personnel, equipment, supplies, etc. adequate to perform this Statement of Work and in accordance with the EPA's proposal as accepted. Subcontractor services beyond those in the initial proposal shall be coordinated and authorized with the FOSCR.

Weekends: EPA is authorized work on Saturdays and Sundays.

Vessel Access: EPA is not authorized to access the Vessel without Coast Guard escort.

Transport to Vessel: EPA transport from shore to Vessel shall be arranged by the Coast Guard.

Other Travel: Contractor is authorized to travel unescorted to Federal, State and Local Agencies as required and as coordinated in advance with the FOSCR.

REQUIRED SUBMITTALS:

Daily Reports: The U. S. EPA shall provide cost documentation as required by the National Pollution Funds Center. Electronic versions of the CG-5136 can be downloaded from: <http://www.uscg.mil/hq/npsc/fosc.htm>, by accessing "Forms."

Reports:

Required Reports: Engineering Evaluation/Cost Analysis (EE/CA) white paper.

Report Formats: Microsoft Word document. Electronic and hard copy versions.

Spreadsheets: Excel spreadsheet. Electronic and hard copy versions.

Electronic Copies: Flash or Thumb Drives are not an acceptable means of electronic copy submittal due to Coast Guard prohibition. CD submittal is acceptable. Email submittal is acceptable if less than 10 MB and supported by additional CD submittal.

Mailing Address For Submittals: Commanding Officer, MSU Portland, 6767 N Basin Ave, Portland, OR 97203 Attn: MSTC James Griggs.

ACCEPTANCE OF SERVICES: All services and submittals will be verified and accepted by the FOSCR through standard PRFA inspection methods.

PRFA ADMINISTRATION: NPFC handles all PRFA issues/reimbursements. This is a standard PRFA funding whereby reimbursement is only possible upon NPFC receipt of all invoices, with the FOSC's certification and consistent with the PRFA SOW .

INVOICING REQUIREMENTS:

Submit required cost documentation with supporting information to the U.S. Coast Guard FOSC for the project at the address specified in the mailing address for submittals above ; and

Submit a complete copy to the administrator of the Statement of Work identified above. Email or Fax invoice copy submittal is acceptable.

-End-